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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

COUNTRY USSR

REPORT NO. [REDACTED]

SUBJECT Port Information: Batumi

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25X1 PLACE ACQUIRED

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DATE ACQUIRED

DATE (OF INFO.)

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SUPP. TO

REPORT NO. [REDACTED]

2. Alphabetical Designators In connection with information reported herein, specific points of interest are noted on photograph of EO Chart No 4206 by the following alphabetical designators:

- A. Anchorage
- B. Pilot Aboard
- C. Berth
- D. Pump House
- E. Bunker Station
- F. Offshore Oil Wharves (3)
- G. Soviet Cruiser
- H. Soviet Submarine Chasers (7)
- I. Soviet Naval "Bunker Boat"
- J. Soviet Naval Tugs
- K. Soviet Destroyer
- L. Target Float
- M. Soviet Passenger Vessel
- N. Staging Area for New Vehicles in Transit
- O. Guard House and Gate
- P. Navigation Markers
- Q. Limit Line for Foreign Merchant Crew Liberty Between Hours of Sunset and Curfew

25X1 ONI review(s) completed.

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- 25X13. Arrival [] subject port [] aboard a motor tanker. Vessel arrived at anchorage, designator A, approximately 040010C [] Vessel was in ballast and had approached subject port from a northwesterly direction. Vessel was approached almost immediately by a small motor vessel later believed to be a "subchaser" on patrol. [] was signalled to proceed inward and did so, remaining to westward of line indicated by designator P. Pilot came aboard 0030C hours from another "subchaser" at position indicated by designator B. Pilot was not accompanied aboard. Vessel then proceeded under pilot to berth; some difficulty with sea and swell from the northwest was experienced while entering harbor. Designator P on photograph of HO Chart No 4206 indicates a series of shallow-water markers. Markers are placed at intervals of 100 yards or more; these are trunks of sapling trees driven into mud bottom.
4. Pilotage Pilotage was satisfactory, and pilot appeared to be an "old-timer" who possessed a conversational knowledge of English.
5. Berth Vessel berthed bow toward shore line 040140C [] at designator C. Berth appeared reasonably secure and was not unduly affected by the sea and swell experienced upon entering harbor. Wharf was described by source as "a regular petroleum wharf."
6. Boarding Inspection Boarding party of one lieutenant and 13-15 men armed with pistols awaited vessel on wharf and boarded when vessel completed berthing 040140C [] Vessel's crew, with the exception of one ship's officer who accompanied boarding party during search, was mustered in the mess compartment while vessel was very thoroughly searched. All binoculars, cameras, guns, ammunition, and signal rockets were sealed. Ship's radio was not sealed. Searching party worked always in groups of two or more. Search was satisfactorily completed 0515C hours.
7. Surveillance Surveillance while at berth consisted of three armed guards stationed on wharf at bow, stern, and gangway of vessel. Crew members going ashore were checked against a master list by the gangway guard, who issued passes if no discrepancies were found. Passes were collected by gangway guard upon crew member's return to vessel.
8. Cargo Operations Vessel pumped ballast while at berth and made ready to receive cargo. Tank inspector was a woman who appeared efficient and competent. Vessel was ready to load cargo [] but delivery did not commence until 060625C []. Cargo operations ceased 091940C [] when 9262 metric tons and 491 kilos of benzol were aboard. Delivery to vessel was accomplished through one six-inch pipeline and hose. Approximately 11 to 13 three- and four-inch line and hose connections were also observed on []. Delivery of cargo was frequently halted and rates of delivery varied between "a trickle" and 200 metric tons per hour. Designator D indicated a pumping station utilized in transfer of cargo to vessel.
9. Weather Weather and temperature were normal for the area of subject port, a summer resort area, during the month of August, []. No unusual conditions of wind or tide were noted by source.
- 5X110. Soviet Cruiser [] a Soviet cruiser, designator G, present daily of call in subject port. Source tentatively identified cruiser as a CL, SVERDLOV class, having a length of "well in excess of 500 feet," the numerals "38" painted on the bow, and the following stack characteristics-- two stacks, number one stack with a painted red band at top and number two stack with a painted blue band at top, [] that cruiser apparently engaged daily in naval exercises outside subject port, leaving berth in the morning and returning in the evening, that cruiser bunkered on at least one occasion at the westernmost of the offshore wharves, designator F, and that cruiser appeared "brand new."

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25X11. Soviet "Bunker Boat" [] that a Soviet naval "bunker boat," designator I, was present daily [] of call at subject port. []
 25X1 [] the following characteristics and activities: "bunker boat" appeared to be
 25X1 very new, of approximately 10 thousand grt, designed for high speed operation, and similar in hull type to the Norwegian merchant vessel MS SKAUGUM. []
 "sub-also noted that "bunker boat" left port three times in the period [] returning in each case to berth as shown by designator I, lifting a full load from bunker station shown as designator E, and returning empty to port after an absence usually not in excess of 24 hours. No identification markings or armament were observed on this vessel.

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12. Soviet Naval Tugs Two Soviet naval tugs, designator J, were present daily during source's period of call at subject port. Tugs departed each morning and returned each evening. Source believes tugs were engaged in towing target sleds for naval gunnery exercises when not in port. When moored in harbor tugs were observed to lie stern-shoreward in the relative positions shown by designator J.

25X13. Soviet Submarine Chasers [] approximately seven small vessels described by source as Soviet submarine chasers, designator H, operating about the harbor throughout the period [] unable to accurately identify class except to note size as "larger than a PT boat," and armament as "light deck guns" plus two or more torpedo tubes. Torpedo tubes appeared only at stern of vessels and were covered with tarpaulins when vessels were in harbor. []
 25X1 these vessels were engaged in patrol and surveillance of merchant shipping outside subject harbor, transporting harbor pilots to and from vessels entering and leaving harbor, miscellaneous "excursions" in and about the harbor, and possibly in naval exercises with Soviet fleet units away from the harbor area. Submarine chasers moored in nest parallel to shoreline except when a heavy swell from the northwest entered harbor. Under conditions of heavy swell, these vessels moored in nest with sterns to shoreward.

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25X14. Soviet Destroyer [] Soviet destroyer, designator K, anchored daily outside harbor or subject port. Characteristics and markings of destroyer were not apparent to source. Destroyer departed its anchorage daily for periods of time which roughly coincided with departure of Soviet cruiser and Soviet naval tugs (paragraphs 10 and 12 of this report).

15. Soviet Naval Target Sled Soviet naval target sled was observed in the relative position indicated by designator L. Target sled was in use daily and was observed in tow of a Soviet naval tug (paragraph 12 of this report).

25X1 16. Soviet Passenger Vessel Source observed a Soviet passenger vessel, designator M, present throughout the period [] Vessel was described by source as an old vessel of approximately 30 thousand grt, painted white, and probably used to transport and provide quarters for Soviet vacation parties during months when subject port is summer resort.

25X17. Aircraft Observed [] that during period [] a number of jet aircraft were observed in the area. The aircraft all appeared to be of one type and possessed the following characteristics: wings were distinctly swept-back, as were tail surfaces, or stabilizer; tail surfaces may have been placed well up on the rudder; aircraft did not have propellers, and no power plants or reserve fuel tanks were observed affixed to wings; size was estimated as "small." Aircraft were observed under the following conditions: each day from one to three flights of aircraft, numbering from one to seven aircraft per flight, passed over subject port at altitudes estimated at one thousand and five thousand feet. Aircraft always approached from the southwest on a course heading of 030° to 070° True and after passing over subject port were often observed to circle and then head in a southerly direction, sometimes returning over the harbor area.

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18. Staging Area for New Vehicles in Transit Designator N indicates an open area described by source as the site of numerous vehicles awaiting coastwise shipment via coastal vessels and barges. [] vehicles as new six- and ten-wheel trucks, not fitted with load beds or vans. Number of vehicles present was estimated only as "several dozen".

19. Merchant Vessel Crew Liberty Crews of non-Soviet merchant vessels are allowed ashore as noted in paragraph 7 of this report. After obtaining shore passes from surveillance guards crew members must proceed to guard house and gate, designator O, where passes and belongings may be subject to inspection. Crew members are not restricted in their movements during daylight hours, but are required not to exceed the boundaries of a line approximately represented by designator Q between the hours of sunset and 2200C. Crew members must return to their vessels by 2200C hours each night, and violation of this regulation may result in a fine levied against the master of the vessel.

20. Bunkers and Provisions [] that ample amounts of bunker fuel and provisions of satisfactory quality are available at subject port.

21. Demand for US Currency Vessel on which [] subject port obtained neither bunker fuel or provisions. Soviet authorities rejected all currencies, including UK pounds sterling, except US dollars. [] that vessel had ample dollar currency on board but did not choose to purchase fuel or supplies in subject port in view of the attitude of Soviet officials in demanding dollar payment. Also, vessel did not pay crew members during call in subject port.

22. Conditions Ashore [] that local housing appeared in poor repair and of a generally low standard. Business areas also were shabby and very little new construction was evident. Several vacation parties were noted, and source believed that all such groups were present under the reward system of vacations to exceptional producers and faithful Party members in the Soviet Union. Members of the civilian population appeared to be clothed very poorly in garments which often were so patched as to be unrecognizable in the original form or condition. [] particularly noted that no woollen clothing was in evidence and that no clothing of any sort was for sale in stores and shops. Items of consumer goods appeared to be more in demand than money. [] two bottles of vodka and 20 rubles in return for one necktie. Only hard, sour, black bread could be obtained in local food stores and restaurants, and the general quality of other foods available to civilians was poor and consisted largely of cheap, coarse foodstuffs. Dock and working areas were fitted with public address systems which broadcast music and intermittent voice announcements throughout working hours. When contacting foreign nationals, either aboard vessels or ashore, both military and civilian Soviet personnel were extremely careful to be in groups of two or more, and would not accept casual offers of food, cigarettes, or liquor.

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[] Comment [] It is noted that comparison of the information contained in this report with a previous report [] reflects the presence of naval units, aircraft, and conditions ashore not mentioned in other SMD reports having the same subject, and confirms the presence of three offshore wharves, designator F on photograph of HO Chart No 4206, as well as other routine port information and procedure.

[] On file in CIA Library is photograph of HO Chart No 4206 with appropriate alphabetical designators.

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